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THE
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OF TWO
SPEECHES
IN THE
HOUSE of COMMONS of IRELAND,
On the 25th and 26th of MARCH, 1776,
ON THE
SUBJECT of FISHERIES.

Fisheries
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House of Commons of Ireland

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SUBJECT of FISHERIES.

With some ADDITIONS necessary more fully to
explain the FISHING TRADE.

By James O'Brien

D U B L I N:

Printed for WILLIAM WATSON, in Capel-Street.

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30 JUNE 1915

S P E C I E S

IN THE

House of Commons of Ireland

On the 24th and 25th of March, 1776

ON THE

SUBJECT OF FISHERIES

With some observations necessary more fully to
explain the FISHING TRADE

D U B L I N

Printed for William Watson, in Court Street

MDCCLXXVI

THE
SUBSTANCE
OF TWO
SPEECHES, &c.

THE Extension of our Fisheries is of such
Mighty Importance to this Commercial
Country, that I flatter myself the Favour of the
Public will assist every Man who shall take any
Part in an Attempt of such Public Utility.
And I can have little Doubt that Great Britain
will give every Encouragement in her Power
to

to an Undertaking, which must necessarily increase and secure that naval Strength, upon which not only the high Rank which she at present holds among the surrounding Nations, but even her very Existence as a free State may possibly depend. Establishments of Seamen in remoter Countries, will certainly increase her Strength in a regular War, when they can be collected; but this cannot always be depended on against neighbouring and watchful Enemies, who if they ever should make an Attempt on these Kingdoms, will attempt it by Surprise or with the shortest Warning; in such an Event the Sailors of Ireland are the only ones from whom Britain could expect a ready Assistance; there can scarcely a Wind blow in which from some of our Ports they would not be able to reach her Shores, and in many Places the Passage between the two Kingdoms is so short that Tides would waft them over, even though Winds should be unfavourable: Indeed a Multitude of Circumstances have lately shown that England at length is convinced of this great Truth, that the Wealth and Strength of Ireland are her Wealth and Strength also; and particularly the recent Encouragements she has granted to our Fisheries afford every Reason for concluding that she will not desist until these shall be effectually established.

As

As I apprehend that these Fisheries are neither as well understood nor as generally made the Subject of Men's Attention or Conversation, as from their Importance they seem to deserve, I conceive I may render some Service to my Country by stating particularly the Value which these Fisheries have been of to other Nations, the Difficulties under which this Kingdom formerly laboured, and which more than counterbalancing our natural Advantages have hitherto prevented us from acquiring our Share in them; what Steps have been taken lately to remove those Difficulties, and even to substitute Encouragements in their Place, and finally in what Manner, and at what Expence, we may now engage in them, which if I shall be able to do properly I have little Doubt of making it appear that there is not any Country on the Globe from whence the great Fisheries can be carried on with more Profit to the State and to the Individuals engaging in them, than they can at present from Ireland.

The Extent of our Coasts, the Abundance and Excellence of our Harbours, the Situation of many of them on the Ocean, from whence Ships may always get out at the appointed Time without having the Difficulty of long and embarrassed Channels to contend with, the Temperature of our Climate, which prevents those Ports from being ever obstructed with Ice, our
 Situation

Situation in the Western Extremity of Europe, and placed as it were for a resting Place between the antient and the newly discovered World; the vast Shoals of valuable Fish resorting annually to our own Coasts; our Vicinity to Shetland and Iceland, to Newfoundland and the Greenland Seas, those established Seats of the Fisheries, and at the same Time to Spain, Portugal, the Mediterranean, the West Indies and Britain, are manifest Advantages which Providence has given us over that Country, which hitherto has surpassed all others in almost every Branch of the Fishing Trade, and I should imagine that after a little Time we might be able to fit out our Ships much cheaper than the Dutch can do; there are few Countries where Labour is cheaper than in Ireland, and none where Provisions are more abundant: Bread and Beer, Butter and Cheese, Beef and Bacon, and Potatoes, with us are native Commodities, many of which the Dutch are obliged to carry from hence at a considerable Expence before they set out on their Voyages, of which we have had a recent Instance in the late Embargo, when a special Proclamation was obtained for allowing the sailing of certain Ships from Limerick to Holland with coarse Butter for their Greenland Fishery; Hemp grows as well in this Country as in any other, and were it not for some unkind Restraints in less enlightened Days than the present, it is probable

probable we should e'er this have made Sail Cloth and Cordage, sufficient not only for our own Use but for the Supply of our Neighbours. And if we have not sufficient Timber and Iron of our own for Ship Building, neither have the Dutch those Articles, and it is plain we can import them as easily as any other Country can possibly do. To which let me add the strong Protection the British Navy will ever afford our Merchants, not only during the Fishery, but in carrying the Produce thereof to Market.

It is true the Hollanders have more Experience, and Money at a lower Interest, strong Capitals, many Ships, and an established Trade; to countervail all these the Irish Merchant has lately obtained great and varied Bounties and Premiums, and these will certainly be continued until they shall attract Native or Foreign Merchants to engage in the Irish Fisheries, and until we may provide Ships and gain that Knowledge which Experience always teaches.

For the better understanding of this Subject it may be proper to take Notice that our Fisheries consist of three distinct Parts or Branches: The Cod Fishery, by us commonly called the Newfoundland Fishery; the Herring Fishery, and the Whale Fishery; and it will be necessary to consider each of these distinctly. And

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first

first of the Cod Fishery, which as well from the Number of experienced Seamen which it at all Times supplies as from the Value of its Produce is certainly deserving of the utmost Attention.

This Fishery is principally carried on from the Island of Newfoundland, and on those great Shallows which lie between Newfoundland and Europe, and which are called the Banks of Newfoundland, along a great Part of the Coast of British North America, and on many Shoals of those Coasts, and in the Gulph of the River St. Lawrence, and there is great Reason to apprehend there are very valuable Cod Banks off the Northern and Western Coasts of Ireland, though the Limits of those Banks have not yet been ascertained nor any effectual Fishery carried on upon them.

The English by being Proprietors of the Island of Newfoundland have the principal Share of this Fishery. The French by the Liberty that has been granted them of erecting their Stages, &c. on the Northern Parts of that Island, or by their being Proprietors of the little Islands of St. Pierre and Miquelon have the next Share of it, and our Northern Colonies in America are largely engaged in it also, on their own Coasts and Banks, and on the Banks of

of Newfoundland, but not immediately about that Island.

The following is a Scheme of the British Newfoundland Fishery for the Year 1774.

British Ships employed in the Fishery	254
Of which 130 were Bankers, or Ships employed continually fishing on the Banks.	
Such Ships, which are Vessels employed in buying the Fish from Fishing Ships or from the Stages on Shore where it is cured, and carrying it immediately to the Market,	149
Trading Ships from America employed either in bringing Provisions and other Articles to the Fishers, or carrying the Fish to the West Indies, &c.	175
The Burthen of the British Ships,	Tons 38361
—— of the American Ships,	Tons 8972
Aboard the British Fishing Ships were Men,	2911
Aboard the Saick Ships,	1370
—— the American Ships,	936
The British Ships carried out Passengers	
from Great Britain,	1613
from Ireland,	2764
from Jersey and Guernsey,	548
These Passengers are Men principally employed in the Boat Fishery carried on about the Island, and the English	
B 2	Ships

Ships not finding enough of these at home, generally touch at Waterford for a Supply of them, but it is feared that few of these return, great Numbers being seduced away in the American Ships every Year to New England, and this may be one Cause of the rapid Increase of Population in that Colony.

The Numbers of Boats kept by British Ships,

—	—	451
	by Bye Boatmen,	518
	by Inhabitants of the Island,	1446

Bye Boatmen,	—	—	555
Their Servants,	—	—	5161

Quintals of Fish made by British Ships,	237640
by Bye Boatmen,	145800
by Inhabitants,	312426

Quintals of Fish carried to Foreign Markets,	—	—	516358
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Tons of Train Oil made in Newfoundland,	—	—	5037
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Besides these Particulars there are many Articles of less Importance, such as Salmon, Furrs, Sea Cow Skins and Teeth, Seal Skins, and a constant Trade by those who remain through the Winter in Boat Building, &c.

The whole of the Trade is computed to produce to Great Britain every Year about

£. 750,000
And

And to give Employment to 27533 British Sailors and Fishermen, besides the Numbers in England who find Employment in the Trades depending thereon.

The Scheme of the French Fishery for the same Year was as follows :

Ships,	—	—	273
Tonnage,	—	—	31530
Men employed,	—	—	15137
Boats,	—	—	1614
Quintals of Fish,	—	—	366215
Hogsheads of Oil,	—	—	3377
Total Value of their Trade about	£. 300,000		

Upon which last mentioned Scheme I shall only observe that the French Trade on the Banks is computed to be carried on by Ships from the different Ports of France, on an Average each of 100 Tons, with 24 Men, and catching 600 Quintals of Fish each, at St. Pierre and Miquelon the Shipping estimated at 60 Ton Burthen only.

With respect to the American Cod Fishery it is scarcely possible to make any Estimate. All we know is that in that Year they sent 149 Trading Ships to Newfoundland, and that it was computed they had of Schooners and Sloops on

on the Banks of Newfoundland 60 Sail, and in the Gulph of St. Lawrence 35 Sail, and that these Ships were computed at an Average at 60 Tons, manned with 9 Men, and catching 400 Quintals of Fish each, and this I mention to show that the Trade may be carried on with smaller Vessels, and at less Expence than is usual in England.

Upon the whole of the American Cod Fishery it may not be considered as too much to estimate it equal to the French Fishery and producing — £. 300,000

And then the whole Value of this Fishery

will amount to between £. 1,300,000

and £. 1,400,000

An Object surely of sufficient Magnitude to excite the Attention of every Friend of Ireland. Unfortunately for us so many Obstructions were thrown in our Way that few of our Merchants could ever find their way to Newfoundland, and though a few did attempt the Voyage covertly, yet as it was a forced Trade there was very little Reason to expect that it could ever come to Maturity, or spread itself extensively.

The peculiar Circumstances of the Taxes, the unshaken Fidelity of the Irish approved in the strongest Manner for near a Century, a general Disposition in the People of England much stronger than in preceding Times in favour of this

this Country, a particular Liberality of Sentiment with regard to Ireland in the Breast of Lord North, the general Character and strenuous Representations of our Chief Governor Lord Harcourt, the never ceasing Application of his Secretary, who went over to London and spent many Months there in the Interval of our Parliament, for the Purpose of soliciting Favours for Ireland, but above all his Majesty's spontaneous Goodness to this the not least loyal Part of his Dominions, have removed these Difficulties, and laid the Trade so open before us that we shall be inexcusable if we do not avail ourselves of it, or at least if we do not, that Clamour of Restraint on our Trade will be listened to no more; and Men will be apt henceforth to attribute our Deficiency in that Particular rather to a want of Capital or of Industry, than of Means to employ them in.

Allow me just to state what those Restraints were that we may the more clearly perceive the Remedies that have been provided against them.

By the English Act 10 and 11 W. 3. the Benefit of the Shores and Harbours of Newfoundland, of fishing there, and of erecting Stages for curing the Fish and Train Fatts for boiling the Oil, seem to be reserved to the English to the Exclusion of the Irish and Americans,

ricans, and though some few of our Ships from the Port of Waterford have resorted to Newfoundland, yet their Admission has always been considered rather as by Connivance than of right, and the Commodore on that Station has always returned them as English Vessels; a Situation so precarious as alone to account for our not entering more largely into that Trade, in Consequence of which I believe our Ships Masters never enjoyed any of those little Pre-eminences and Advantages which are given by that Act to the Captain, who first takes his Station in each Harbour in the Island for that Year, and I suppose was fully sufficient Reason for deciding every Question that might arise about the Ships Room, &c. between an English and an Irish Vessel.

I have stated that Fish Oil is one of the considerable Productions of that Fishery by the English Statute, 25 Car. 2. such Oil if of British Fishing, and imported into Britain in British Vessels, is entered Duty free, if of American Fishing and imported in American Ships, it paid a Duty of 11s. 8d. per Ton, if of American Fishing and imported in English Ships it paid but 8s. 10d. but if caught by Irish Ships it was considered as of Foreign Fishing, and was subjected to no less a Duty than 15l. 16s. per Ton, which in Fact amounted to a Prohibition.

So

So of Seal Skins, if of British Fishing they might be Imported Duty free, if of Irish Fishing they were considered as Foreign, and were subjected thereby to a Duty of 1s. 8d. each.

By the English Stat. 23. Car. 2. the Irish were Prohibited from sending to any of his Majesty's Colonies in America, any Commodity but Horses and Victuals of their own Produce and Manufacture, and upon this Word Victual, a Doubt had arisen, whether Beer and Ale, and Irish Malt Spirits, tho' Necessaries for that Fishery, were included in it; and of late a Right Honourable Gentleman has attempted to persuade us, that even Corn ought not to be considered as Victuals; but however that might be, the absurdity of our own Laws till very lately embarrassed all those Exports, by continuing Duties upon Bread and Bisquet, and Irish-made Corn Spirits when Exported, and if any Thing could be more adverse to our Newfoundland Trade, by granting Duties upon Fish, Oil, Whale Fins and Seal Skins, caught by Irish Shipping, both upon their Importation into this Kingdom, and upon their Re-exportation.

To remedy so many of these Evils as depended upon Great Britain, the English Act of the 15th of his present Majesty, Chapter 31st, Intituled, an Act for the Encouragement of the Fisheries of Great Britain and Ireland, &c. in the 2d

and 4th Sections, (after reciting that the Right or Privilege of drying Fish on the Shores of Newfoundland, had hitherto been enjoyed by his Majesty's Subjects of Great Britain and the other British Dominions in Europe) Enacts, that the said Right shall not be held by any of his Majesty's Subjects arriving there from any other Country, except from Great Britain or one of the British Dominions in Europe; and for the better Accommodation of the Persons belonging to Vessels employed in the said Fishery, it may be lawful for the Masters and Crews of such Vessels, to occupy and use for the purpose of Curing, Salting, Drying and Husbanding their Fish, any vacant or void Space whatever on any Part of Newfoundland, which is not then used or occupied for the said Fishery, without any Let, Hindrance, or Disturbance from any Person whatsoever, tho' such unoccupied Places may not before have been reputed Ships Rooms.

By which Clauses and other Parts of the said Act, the right of the Irish is now established, and the Preference in that Particular is given them over the Americans, from whom that Privilege by the same Act is withheld.

The Sections 9 and 10 contain an express Remedy against the 25th of Charles the Second, for after reciting that by the said Act it was lawful for any Person to Import into Great Britain,

tain, Train Oil or Blubber of *Greenland and Parts adjacent, and those Seas, or of Newfoundland or of any other his Majesty's Colonies or Plantations*, and Whale Fins caught in any Ships, truly and properly belonging to Great Britain, and Imported in such Ships without paying any Custom or Duty for the same, and that it was reasonable that the same Indulgence should be extended to Ireland, they enact, that the said Liberty granted by the said Act, shall extend to such Oil or Blubber and Whale Fins taken in any Part of *the Ocean*, and Imported in Ships belonging to his Majesty's Subjects of Great Britain, Ireland, or Guernsey, Jersey, or Man, which variation of the Expression from particular Seas to the whole Ocean, seems to have been calculated expressly to induce us to engage in that Southern Fishery, which has been so liberally encouraged of late by our own Parliament; and must not only be of very great Benefit to Ireland, but is another Preference both in Duty and in the Extent of our Fishery given to us above the Americans.

And the 10th Section expressly gives the like Liberty of Importing into Britain Duty free, raw and undressed Seal Skins caught by the Crews of Vessels belonging to and fitted out from Ireland, &c.

The 5th Section is to obviate in some Degree the severity of the 23 Car. 2. which prohibits Ireland from sending any Thing to Newfoundland except Victual ; as Doubts had arisen whether that Word extended to Irish Bread and Bifquet, and Malt Spirits, upon a proper Representation the Framers of this Fishery Act varied the Expression, by substituting the Word Provisions, which is allowed on all Hands to include those Articles; besides these there were a Variety of other Particulars necessary for carrying on this Trade, from which we were excluded by the said Act, and of which a Liberty of Exporting is now granted ; but what seems of the whole of this Section the most valuable Part, is the extent of Territory in which this Privilege may operate, even the entire of British America, which as it is the first Relaxation of the severity of the Export Law to the Colonies, which Ireland has been able to obtain in more than a Century, and as it may, I hope, be considered as an Omen of future Indulgences in that Particular, I shall beg leave to transcribe from the Act.

And it is hereby further enacted, that it shall and may be lawful for any of his Majesty's Subjects residing in Ireland, to ship and lade there, and to transport directly from thence to Newfoundland, *or to any Part of America where the Fishery is now or shall hereafter be carried on* on board any Ship or Vessel which may lawfully Trade
or

or Fish there, any *Provisions*, and also any Hooks, Lines, Netting or other Tools or Implements necessary for, and used in the Fishery by the Crews of the Ships or Vessels carrying out the same, and the Craft belonging to and employed by such Ships in said Fishery, the same being the Product and Manufacture of Great Britain or Ireland.

By the 20th Section, a Duty of one Shilling per Gallon is granted to his Majesty and his Heirs, upon all Rum and other Spirits Imported into Newfoundland from the Continent of America, which Duty not extending to Irish Spirits, is a further Preference shewn to this Country.

As Ireland had complained that great Numbers of her Inhabitants not being Sailors, were annually carried out to this Fishery under the Title of Passengers, and in order to be employed in the Boat Fishery near the Shore, and that few of these ever returned, the greater Number of them being seduced away every Year after the Fishing Season to New-England, to the manifest Injury of the Population of Ireland, the 12th and 13th Sections of the said Act provides, that no Master of any Vessel trading to or from any Place in Newfoundland, shall carry or convey as Passengers, any Fishermen, Sailors, Artificers, or others, employed as aforesaid, from thence to any Part of the Continent of America, without Permission from the Governor of
New-

Newfoundland. And that every Person who shall employ at Newfoundland in the Fishery there, any Seaman or Fisherman going out as Passengers, or hired there, shall retain and deduct out of the Wages of every Person so hired or employed, a Sum of Money equal to the then current Price of a Man's Passage home, not exceeding 40 Shillings for each Man, which Money he is required to pay at the End of the Season to the Master of some Ship, who shall undertake to carry such Person home to the Country whereto he belongs.

There is another Point of great Importance in this Act; Experience had shown us that in one Part of this Fishery we were extremely deficient, that which is carried on early in the Season and produces what is called the Mud Fish, or as I suppose (more properly) Muid Fish, which is taken first in the Season, and in the Management of which the French, the Americans, and the Inhabitants of Newfoundland, were all superior to his Majesty's European Subjects.

For the purpose of securing some Part at least of this early Trade, which had been proved to be of very great Value; the first Section of the said Act gives no less than 225 Præmiums to Ships fitted out for the said Fishery, and performing the requisites mentioned in the said Act, and these are extended as well to Ships of Ireland

land as to those of Great Britain, but a Jealousy having been entertained by the People of Poole and Dartmouth, and other Fishing Towns of the West of England, that if the Irish were permitted to sail directly to Newfoundland, by the superior Advantages of their situation, they would be always the first at the Banks, and would thereby engross the whole of those Præmiums to themselves; it was to obviate that Objection, and from Circumstances peculiar to the Times in which that Law was made, found necessary to continue those Præmiums to Ships sailing immediately from some Port in Great Britain, that is, if Irish Ships were to become Competitors, they must have touched in some Port in Britain, that all might seem to start from the same Post together. But least even this might seem a Hardship to Ireland, it was intimated to the Friends of that Country who interested themselves in the Progress of that Law, that if Ireland should give similar Præmiums in its own Parliament, such a Bill should certainly be returned, and this which was liberally promised hath since been honourably performed; for by an Act made in the present Session in this Kingdom, intituled, an Act for the Encouragement of the Fisheries of Ireland, it is enacted, that the respective Bounties therein mentioned shall be paid and allowed annually for 11 Years, for a certain Number of Ships or Vessels employed in the Fishery on the Banks of Newfoundland, under the following Restrictions, that

is

is to say, such Ships as shall appear by their Registry to be British built, (which Words by an English Law are declared to extend to, and include Ships built in Ireland,) and owned by his Majesty's Subjects of Great Britain, Ireland, Guernsey, Jersey, or Man, and of the Burthen of 50 Tons or upwards, and navigated with no less than 15 Men each, three fourths of whom besides the Master shall be his Majesty's Subjects, and in other respects qualified and subject to the same Rules and Restrictions as are described by an Act made in England in the 10th and 11th Years of King William the Third, intituled, an Act to encourage the Trade to Newfoundland, and shall be fitted and cleared out from some Port in Ireland after the first Day of January, and shall proceed to the Banks of Newfoundland, and having caught a Cargo of Fish upon those Banks consisting of no less than 10,000 Fish by Tale, shall land the same at one of the Ports on the Southern or Eastern Side of Ireland, between Cape Ray and Cape de Grat, on or before the 15th of July in each Year, and shall make one more Trip at least to the said Banks and return with another Cargo of Fish caught there to the same Port, in which Case the 20 Vessels so qualified, first arriving at the said Island of Newfoundland from said Banks with such Cargo of Fish, and which after landing the same shall proceed again to the said Banks and return to the said Island with another Cargo of Fish, shall be intituled to 40*l.* each.

each. The 40 Vessels next arriving in order of Time before the said 1st of July in each Year, shall be intitled to 20/. each, and 40 other Vessels so arriving the next in order of Time, shall be intitled to 10/. each. Such Premiums to be paid by the Collectors of the Ports in Ireland to which such Ships shall return, upon producing Certificates from the Governor of Newfoundland, that the Masters had performed the Requisites in the said Act mentioned.

It is also to be observed, that the said last mentioned Irish Act takes off all Duties upon Train Oil and Blubber, Whale Fins and Seal Skins, both upon their Importation into, and their Exportation out of this Kingdom.

And that another Act passed in Ireland in this Session, for the better Regulation of his Majesty's Revenues, has principally for the purpose of assisting our Fisheries, taken off all Duties upon Bread and Bisquet, and upon Malt Spirits manufactured in this Kingdom.

And now let me appeal to any Man and ask, does he know another Trade so likely to produce Profit as this Fishery from Ireland, or on which so many Encouragements have been accumulated in so short a Period. If the Landed Men shall consider it in its proper Light, not only as providing a Strength and Defence for the whole

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Empire,

Empire, but as securing Employment for their People and certain Markets for every Production of their Estates ; and if such Considerations shall induce them either to become joint Adventurers or otherwise to assist with Capitals, the Merchants in the out Ports of this Kingdom, I should not despair of seeing Fishing Vessels fitted out from every Harbour of the Kingdom, to the infinite Emolument of the whole. Some Ports however, and those hitherto the most neglected of all, may possibly have Advantages, the Knowledge of which is not yet sufficiently ascertained : I mean in the Northern and North-Western Parts of Ireland, off of which there is the strongest Reason to believe there are fishing Banks, perhaps as prolific as those of Newfoundland, tho' their Nature and Extent have not hitherto been explored, and if so, the Fishery may be carried on still cheaper from the neighbouring Ports : In several very ancient Maps I find the Bay of Galway called the Bay of Hakes, from the Quantity of that Fish with which it was supplied.

Sir William Monson, who was one of the most experienced Seamen England ever bred, in the 4th Book of his Naval Tracts takes notice, that from the Island of Rona off Scotland, and between 15 and 16 Leagues from the Island of Lewis, there runs a Bank of 100 Miles in Length, and as far as Till Head in Ireland, which Bank affords a great Quantity of the best Cods
and

and Ling of any Part of the Seas, which had not for one hundred and odd Years been used; since his Time above another Century has elapsed, and yet these bountiful Gifts of Providence remain equally neglected.

In the Year 1740, John Atkin, Master of the Friendship, of Ayr, coming from Virginia round the North of Ireland, when about 30 Leagues West by their Reckoning from the Island Tory, saw distinctly a Shoal under Water, about 50 Yards from the Vessel, on which he judged there might be about four feet of Water. This he published an Account of in Print for the Information of others, to which he subjoins that about 15 or 20 Leagues N. W. $\frac{1}{2}$ N. from the Island Tory, there is a Bank on which there is from 25 to 30 Fathom Water.

In October 1746, the Commanders Kelly, Johnston and Thornton, sailing in Company from Virginia for Liverpool, about 25 Leagues West from Tory Island, heaved the Lead each of them, and found 65 and 70 Fathom Sand and Shells, between that and Ireland they sounded again and found no Bottom; this Information is from Mr. Lowns, a Merchant of Repute in Liverpool, who was on board one of the Ships, and made them put Tallow on the

D 2

Lead,

Lead, which otherwise would have been omitted.

About the Year 1756, Mr. Bachop of Londonderry, coming from Philadelphia, was becalmed about 22 Leagues N. W. of the Island of Tory, without Sight of Land, he sounded and found the Depth 30 Fathom, then throwing out some Fishing Lines caught about 150 Cod in two Hours Time, the Wind springing up they made Sail, and in a few Hours saw the Land on the North West Coast of Ireland.

Lieutenant Græme in his Cruise along the West Coast of Ireland, in the Year 1766, (as I think,) by Order of the Lords Commissioners of Admiralty, sounded on a Bank, which extends 25 or 30 Leagues Westward from the Coast, between the River Shannon and Sline Head; the Depth on it he found to be from 45 to 80 Fathoms, for the most Part Sand and small Stones, but along the W. and N. Sides of it deepening suddenly to 92 and 100 Fathoms, and then no Bottom. It does not appear by his Journal that he tried to catch Fish on this Bank.—The Extent of Mr. Græme's Search Northward was no further than the Parallel of Broad Haven in Mayo, so that he had no Opportunity of discovering any Shoals Westward or North West of Tory Island, nor had he Weather at
all

all fit for the Purpose he was sent on, being too late in the Year.

In the Year 1769, when Mr. Murdoch M'Kenzie, in the Sloop Bird, was taking Views of the West Coast of Ireland, about the Distance of from 3 to 7 Leagues from the Land, wherever there was an Opportunity of trying to catch Fish, they found them particularly off the Islands of Inish Shank and Boffin in Mayo, where happening to be becalmed, the Crew caught Cod, Ling, and Holly, one or other of them almost as often as their Lines could be let down.

At Broad Haven in Mayo, the People have a general Persuasion that there is a Fishing Bank 20 or 30 Leagues Westward of their Coast, and affirm that they have seen several Ships Masters who have taken Fish there. The like Persuasion prevails of a Fishing Bank off Malbary, in the County of Clare. About 6 or 8 Leagues S. W. from the Island Dursey, at the S. W. Point of Ireland, there is a Shoal called the Lock, on which several Fishing Ships from Kinsale take Abundance of Ling every Year, from the Month of April to September, when the Weather obliges them to give over Fishing; on this Shoal Mr. Græme founded and spoke with the Fishers.

In

In short there seems to be a general Opinion supported by a Multitude of Facts, that there are exceedingly profitable Banks off of these Coasts, tho' their Limits are not ascertained. Mr. M'Kenzie whose Authority will be of considerable Weight is persuaded of it, and he thinks they run almost Parallel to Ireland, and extend all the way from Shetland to the Nymph Bank off Waterford; others apprehend they run in a contrary Direction towards the Banks of Newfoundland, and even extend the whole of that way.

At all Events this deserves a further Examination, for if the Banks are found within 20 Leagues of our Coast, the Fishers on them will be entitled to the Benefits of the Irish Act of the 3d Year of his present Majesty, c. 24. by which a Bounty of twenty Shillings a Ton is given to English and Irish built Ships not under 20 Tons, employed in fishing on the Coast, but the said Bounty not to be paid to any Ship for more than 100 Tons. And by the said Act are also given upon such Fish when exported, for

	s.	d.
Every 6 Score of Hake, Haddock, Cod		
Fish and Congar Eel, —	3	0
For every Turee wherein wet Fish well		
cured shall be packed, —	4	3
For every Barrel of Mackarel, —	2	6
For every six Score of Ling, —	5	0
Which		

Which if the Fishery that has been stated is really there, should be sufficient to satisfy even the most avaritious Adventurer; and here as I am upon the Subject of examining our Coasts, I cannot avoid taking Notice of the good Will of England, and the Liberality of its Parliament towards Ireland in another Measure of the last Session; the Lords of the Admiralty had for many Years employed a very skilful Officer Mr. Murdoch M'Kenzie, to make Surveys of the whole Coast of Ireland, with the Soundings, Views, and all Things necessary for the most perfect Charts, and this Work being completed, the Parliament last Year voted 2038 *l.* for the publishing of them, and the Work is now in great Forwardness. And this I consider as a very useful Favour, for which this Nation is in a considerable Degree indebted to the noble Lord who presides at present among the Lords Commissioners of the Admiralty.

The rest of the Work in searching for these Banks, and taking their Soundings at Sea, ought to be done by this Country, and may be accomplished at a very moderate Expence, either by one of the Revenue Cutters, or by a Vessel hired for that Purpose; and I am certain there will not be a Member in the next Parliament who will not readily allow the King's Letter, which I suppose may be obtained for defraying the Charges of such an Undertaking.

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There is nothing further need be added on this Subject of the Cod Fishery, except some Computation of the Expence of carrying it on, on the Banks of Newfoundland, in order that Individuals may the better be informed how far they may engage in this Trade separately, or in Companies. The Information I shall give just as I received the Answers to my Queries from some eminent Merchants in Waterford.

QUERIES relative to the Newfoundland Fisheries. Feb. 1776.

1st Qu. What are the best sized Ships to be employed in the Fishing Trade on the Banks of Newfoundland?

Answer. Ships from 50 to 120 Tons.

2d Qu. Is it most advantageous to buy such Ships new or at second Hand, and what may be the first Cost and Charges on such a Ship?

Answer. Either new or second hand Vessels, if staunch and firm, will answer equally well for the Fishery. The new Vessel completely fitted at 9*l.* per Ton; the second hand Vessel at 7*l.* per Ton.

N. B. The Expences of Materials on a new and second hand Vessel will be equal.

3d Qu. What the Fishing Tackle necessary for such a Voyage, and their Costs: Boats, Lines, Netts, Calks, Harpoons, Salt, &c. &c.?

Answer. For a Vessel of 120 Tons Burthen 243*l*. For a Vessel of different Tonnage in Proportion.

4th Qu. What her Number of Boats?

Answer. Banking Vessels require 40 Boats.

5th Qu. What the Number of Officers, Men, and Apprentices; the Names of their several Stations, and how employed; the Manner of engaging them, their Wages, Share in the Venture or Profits; their Provisions, for what time, what Quantities, and at what Expence usually laid in, &c.?

Answer. Chief Officers; Master at 5*l*. per Month, Mate at 20*l*. for the Season, Salter at 18*l*. for the Season, five Fishermen at 20*l*. each for the Season, three Apprentices for a Vessel of the above Dimensions, and so in Proportion for smaller Vessels, their Provisions at 1*l*. 10*s*. per Month per Man.

N. B. The Season consisting of nine Months.

6th Qu. What are the Quantities of Fish and Oil that may be expected at a Medium each
E Year,

Year, what the best Market for disposing of such Commodities, and what the medium Prices, and whether they sell for ready Money, or on Time, and what the usual Time given?

Answer. A Vessel of 120 Tons frequently catches 1800 Quintals of Fish, of 112lb. to each Quintal. Three Tons of Oil at 20*l.* per Ton, on an Average at Market. Spain, Portugal, and Italy, are the Markets for the Fish, England and Ireland are the Markets for the Oil. Fifteen Shillings per Quintal on an Average for the Fish at Market, generally paid by Bills of Exchange on London at two or three Months.

7th Qu. How long is a Ship out on such a Voyage each Season, at what Time of the Year should she sail from Ireland, and what Employment can she be engaged in the rest of the Year, and what Advantages may arise from it. How are the Stores, Casks, Netts, &c. taken care of in Winter, who is to attend to the care of them, and what Store Houses are requisite, and what other Expences are incurred thereby?

Answer. The Ship is out nine Months, and commonly from the middle of March to the middle of April is spent in repairing for the ensuing Voyage after her Arrival from Market. With respect to Casks and Netts they are generally of so little Value after the Fishing Season,
that

that they are left by the Master in Newfoundland in care of some Friend of his, until his next return.

8th Qu. What may be the Annual Wear, Tare and Insurance.

Answer. 300*l.* for Wear, Tare and Insurance.

9th Qu. At what Places can Vessels be built for such Fisheries, on the most reasonable Terms.

Answer. Dublin, Cork and Waterford.

10th Qu. How long, allowing for usual wear, will a new well built Vessel remain serviceable.

Answer. Twenty Years with care.

N. B. It is usual for all those that have Banking Ships to keep a large employ on the Shore Fishery, some 6, 8 and 10 Boats, each Boat employs 7 Men, 4 of which are generally Seamen and Fishermen: We have likewise annually shipped from this Port (Waterford) for the Newfoundland Fishery, about 2500 Men, a fifth of which are generally Green Men, who were never at Sea before, and are distributed among Ships and Boats, the Cloathing for whom we are obliged to have from England.

I must confess these Answers, in some Particulars, are not quite as exact as I could have wished

them, and upon the Trade in general I should apprehend that it might be more advantageous to give the Officers and Sailors some Proportion in the Venture, than to let their entire Pay be in Money ; such I apprehend is the Practice with the Dutch in all their Fisheries, and such is ours also in the Whale and Herring Fisheries, and it always contributes to make the Men more amenable, more industrious and enterprising, when they are themselves to be benefited thereby.

The second great Branch of the Fisheries is that for Herrings, of which I shall say the less, because abundance may be found upon that Subject in the Political Maxims of DeWitt, in an excellent Essay on Fisheries, by Tobias Gentleman, and which is published in the Harleian Miscellanies, in the 6th Book of Sir William Monson's Naval Travels, which are published in the 3d Volume of Churchill's Voyages, in Dod's Natural History of the Herring, and some Tracts of the late Mr. Lockman, and the 1st Vol. of the benevolent and learned Doctor Campbell's Political Survey of Great Britain, p. 197. where he Treats of the Herring Fisheries of Scotland.

Since the first Establishment of this Fishery the Dutch have enjoyed the principal Part of it ; to this they stand indebted for their Freedom, having thereby been enabled to contend successfully with the richest Monarch and most powerful Nation in Europe,
and

and not only to defend themselves, but during the course of a long War to beautify their Country, fortify their Cities, establish a powerful Marine, and fix Colonies in the most distant Parts of the World, and in the midst of all these Expences to encrease daily in Wealth and Splendor, and therefore it is not without reason that by order of the States it is inserted in the daily Prayers offered up in their Churches, that God would be graciously pleased to bless their Land, and to preserve to them the great and small Fisheries.

Sir William Monson says, that in his Time this Fishery employed 2000 Ships, and other Writers have computed that it produces to them 3,300,000*l*. The French too have benefited themselves exceedingly by this Trade, without which their Marine would probably have dwindled away to nothing, and yet these Nations are obliged to seek their Fish on our Coasts by a long and expensive Navigation in large Ships, while Providence bringing them even to our Doors, it might be expected we should be able to take them at a much less Expence by Boats, and Cure them more perfectly on our Shores; and yet his Majesty's Subjects have not yet been able to establish this Fishery effectually, probably from the Poverty and Neglect of the North-Western Parts of Scotland and Ireland, to both of which Countries there every Year comes as
great

great an Abundance of Herrings, as to any Part of the World, while the wretched Inhabitants have never a Stock of Salt sufficient to save even what they can catch, nor a sufficient Number of Barrels to pack them in.

Were such provided, and a proper Spirit raised, and Capitals brought into this Trade, I am confident we might be furnished with every Article necessary for carrying it on much cheaper than the Hollanders, all their Markets would be open to us, and at the same time, from some of our most valuable ones in the West-Indies, they are excluded.

The Act of the 15th of his present Majesty, has not given any new Encouragement to this Fishery, partly because many of the Restraints on it had been before removed, partly because the allowing the Exportation of Irish Herrings into England, might interfere with their Salt Duties there, and partly on account of a jealousy conceived against us by the Scotch, on account of our allowing the Importation of Swedish Herrings, and afterwards re-exporting them to Foreign Markets, for which Reason they have refused us the Liberty of Fishing within their Headlands, and of using their waste Shores in such Manner as these Privileges are granted to the English by the Act of his present Majesty, for the drying our Netts and cureing our Fish,
although

although we in return would very readily have given them the like Liberty within our Headlands and on our waste Shores. With respect to the first of these Restraints, it is of the less Consequence, as the Market of England for Herrings for home Consumption, is known to be one of the worst in Europe; and with respect to the other, I cannot help saying I think the Scotch have some reason to complain of this Importation, which is at once injurious to theirs and our own Fishery, and therefore I take this Opportunity of declaring, that I will in the Beginning of the next Session of Parliament, move for the Prohibition of the Importation of all Foreign Herrings into this Kingdom, or for a Duty on them, amounting nearly to a Prohibition; and I make this public Declaration of my Intentions, that those who at present are concerned in such Importations may have Time to look out for some Market in this or her Sister Kingdom, at which they may compleat their Assortments, and I shall be extremely happy if this Warning may lead them to what will be most beneficial to them, the best Encouragement of our own Herring Fishery, and to a sufficient Attention that the Fish shall be honestly and skilfully made up there. If after this the Scotch should then refuse us the use of their Shores, yet they will at least not deny us the same Privileges they give the Dutch, and Experience has shown that even this may be sufficient for the Industrious,

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it may perhaps be even more advantageous to us, as then all the Provisions, Cooperage, Salt, &c. must be supplied by Ireland, a Part of which otherwise would be obtained from Scotland ; nay possibly it would tend to establish Manufactories and Ware-Houses in the North of Ireland, for Fishing Tackle, Cordage, and Salt of all kind, to which the Inhabitants of the Western Islands of Scotland would resort, and give their Fish green in lieu of these Articles. And indeed if a proper Station for our Fishery was established in the North of Ireland, as Part of that Coast is within a few Hours sail of the Western Islands ; by having small Vessels going continually between them, our own Fishing Vessels, and the Ware-Houses in Ireland to purchase the fresh Fish and cure it at home, any Number of Cargoes might be procured for Foreign Markets ; and as the Lent Market in the Roman Catholic Countries is nearly over before the Newfoundland Fishery begins, or the Ports of Holland are well cleared from Ice ; these are at present supplied with Fish taken in the preceding Year, but this Irish Market might be so conducted as frequently to have Cargoes newly saved, and early enough to overtake the Lent Market, in which event they would always be certain of the highest Price.

N. B. For these last Hints I am obliged to a Paper lately published by Mr. Rouquiere Cannon.

By

By the said Act of the 3d of his present Majesty, the Vessels employed in this Fishery are intitled to a Bounty of 20 Shillings a Ton every Year, and there is a Præmium for every Barrel of white Herrings of 2 Shillings. I shall conclude this Article with some Extracts of the State of the Fishery on the Coast of Donegal, lately communicated to me by an ingenious Friend. The Rosses Herring Fishery is the only considerable one on the Coast of this Kingdom; there are every Year from 50 to 100 Sail of Ships of different Sizes assembled there upon the Fishery, with their Boats and Complement of Men to intitle them to the Bounty; these Ships on an Average are about 50 Ton, and have 1 Man for every 8 Tons besides those employed in the Boats. The Cost of Building and fitting out a Vessel of 50 Tons, decked, rigged, manned, and complete for Sea, so as to be intitled to the Bounty, is about 300l.

Exclusive of the Boats belonging to these Ships, there are about 200 belonging to the People of the Country from Ballyshannon to Tetland Head employed in the Summer and Winter Fisheries, and as many more belonging to Boylagh and the Rosses; every Boat has 5 Men, and many of them 6: It is not easy to ascertain the Quantity of Fish taken by each Boat in the Season, but it is supposed to be about 80,000 one Boat with another, and one Year with another;

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there is always Plenty of Herrings and Cod upon different Parts of this Coast in their different Seasons: The Price of Herrings in general is, from 4*d.* to 13*d.* per Hundred; Cod from 2*s.* to 4*s.* the Dozen; large Glassen from 2*s.* to 2*s.* 6*d.* per Dozen; Whiteing from 3*d.* to 6*d.* per Dozen; there are also some Whales and Sun Fish on the Coast. The Season for Whales and Sun Fish begins in March and ends about the 10th of May, if the Weather be warm.—The Herring Fishery begins at Enver the latter End of July, and ends about the latter End of October, about which Time the Herring Fishery begins at Killybegs, M'Swines Bay, Tetland Head, Boylagh, and Rosses, and continues in general on some Part of the Coast till the Beginning of January. —Cod and Glassen are to be got at all Seasons of the Year when the Weather permits; in Winter in all the Creeks and Bays where the Herrings are, and in Summer off Tetland Head and Rosses on the Banks.

A Fishing Boat about 19 Feet long in the Keel, and 7 Feet on the Beam, which is about the usual Size, and supposed to answer best for Fishing on that Coast, when properly fitted out with Oars, Sails, Cable, and Anchor, &c. will cost about 18*l.* and her Nets and every Kind of Ropes, Boyes, Cork, Wood, &c. will cost about 19*l.* Salt is generally sold from 3*l.* 5*s.* to 3*l.* 10*s.*
per

per Ton, but there is a great want of sufficient Salt Works.

The Fishers on this Coast share their Fish in the following Manner; there is in each Boat 5 Men, and many of them have 6, and always as many Netts as Men, every Man's Share and Netts Share is alike, the Boat has always as much as a Man and Nett, the Owner of her paying out of her Share a small Portion according to agreement, to the Man who takes care of her, and who is supposed to be a skilful Fisher, and commands all the Hands.

What a Field for Commerce and Wealth is here, and how much neglected? How worthy of the Cultivation of every Patriot?

These Observations were made in 1771, and I have the Pleasure to find that since that Time these Fisheries have considerably increased.

There now remains but one Branch of this Subject to be explained, that is, the Oil or Whale Fishery, and this when I consider the Extent of the Demand, the Vicinity of the Market, the Encouragements lately given, the situation of this Country, and the peculiar Circumstances of the present Times, I am inclined to think, may be

carried on by us as easily and perhaps with as much Profit as either of the others.

The Northern Whale Fishery was first discovered by the English in the Reign of Elizabeth, in their Voyages to discover a North Eastern or North Western Passage, and seems to have been enjoyed by them without any Rivals, from the Year 1598 to the Year 1612, when the Dutch and other Nations became their Competitors, the English nevertheless retained a considerable Share of it, till their Merchants being interrupted and discouraged by the Civil Wars, this Trade became entirely abandoned, and tho' Acts of Parliament were made with an intent to revive it, in the Reigns of Charles the Second, King William, and Queen Ann, and tho' Attempts were made from Time to Time for that Purpose, yet they all proved unsuccessful, and the English were supplied with both the Oil and Whale Bone by the Dutch, so that from the Year 1696, to the Reign of George the First, there do not appear to have been any English Ships employed therein; but about that Time Sir John Eyles, who was a leading Man in the South Sea Company, being desirous of engaging that Corporation in the Greenland Trade, employed one Mr. Henry Elking, to lay before the Public an Account of that Trade, and that Gentleman shewed in a very clear and masterly Manner, how the Whale Fishery was and ought to be performed,
from

from the first outset to the return of the Ships, by whom the Fishery was at that Time chiefly carried on, viz. by the Hollanders, Hamburgers, and Bremeners, and how much it appeared to be to their Advantage. He recapitulated what happened in the Infancy of the Greenland Trade, how the English were first in it, how they lost it, and what were the Causes that all their Attempts to retrieve it had been unsuccessful, and he finally proved that England was able to carry on the Trade to more Advantage than any other Nation, and answered all Objections to the contrary.

Yet this Work of Mr. Elkings did not immediately produce its Effect, it was not till the 12th of George the first that Duties were taken off of our own Oil and Whale Bone; in the 5th of George II. that Act was rendered more effectual.

The 6th of George the second recites, that the said Encouragements had been by many Years found insufficient for the regaining of this beneficial Trade, which was at present in great Danger of being entirely lost, and large Quantities of Oil and Whale Finns were at great Expence bought of Foreigners, and annually imported into Great Britain, and therefore that Act for the first Time gave the Bounty of Twenty Shillings per Ton on Ships employed in that
Fishery;

Fishery ; but that Bounty too was found insufficient, and it was not until the Year 1749, that the Bounty was encreased to Forty Shillings a Ton, and it was not until that Time that the Whale Fishery was effectually established, since which Time, that is in little more than 20 Years, and in Consequence of those Encouragements, it has grown to its present Height, and is now of a Magnitude which astonishes all Mankind.

I mention these Particulars, in the first Place, to shew how useful Essays of this Nature may some times be to the Public, by turning Mens Thoughts to Objects beneficial to their Country ; by pointing out the rational Methods of pursuing those Objects, and by removing those discouraging Fears which too often in Life are the result of Ignorance ; in the next Place, as a Proof how effectually well applied Bounties may operate, and lastly, as they furnish a rare Instance of a Trade enjoyed by a Country, torn away from it by its Rivals, totally abandoned for a great Number of Years, and again recovered by its former Possessors, and rendered more successful and extensive than ever. I do not recollect to have met any Thing similar to this (effected without Force) in the whole History of Commerce.

To

To shew the Extent and Value of this Trade, I shall copy from Mr. Elkin the Account he has published of it, which is, that the Dutch from the Year 1675 to the Year 1721, sent out 6834 Ships upon the Greenland Fishery, that these caught 32908 Whales, manufactured 1,250714 Puncheons of Train Oil, and brought home about 40,000000lb. of Whale Finns, the Value of which amounted to 150,000000 of Guilders, or about £ 14,000000 of Pounds Sterling.

Besides which he says, the Hamburgers annually sent out about 50 Ships, with which in the above Period of 46 Years, they had caught about 10000 Whales, that the Bremeners had sent out annually about 20 Ships, and that from the Ports of Bayonne in France, St. Jean de Luz and St. Sebastian in Spain, and from Bergen in Norway, taken all together, there were about 20 more annually sent.

At that Time he computes Great Britain and Ireland paid annually to Holland £ 100,000 for Whale Bone only, and had done so for many Years, and had paid also many Millions for Oil since the Interruption of her own Fishery; how much this Consumption of Britain has increased since, will be best seen from Accounts laid before their Parliament in Feb. 1775, by which it appears that there was imported into that Part
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of Great Britain called England, from Christmas 1772 to Christmas 1773, the following Quantities of Fish Oil.

		Ts.	Hs.	Bs.
From Ireland	—	0	1	3
Canada	—	394		
Carolina	—		2	
Hudson's Bay	—	87		
New England	—	2025		
Newfoundland	—	4051		
New York	—	83		
Nova Scotia	—	9		
		<hr/>	<hr/>	<hr/>
		6649	3	3

And by another Account laid before Parliament about the same Time, it appears that in the Year ending Christmas 1774, there was imported from Greenland Blubber

4821

Tons 11470 3 3

And it would be very easy to shew that this Consumption will probably continue to increase very considerably.

The Importation of Foreign Fish Oil into Ireland, on a Medium may be computed at about 85000 Gallons, but if we could be supplied from our

our own Fishery, and the Price reduced, there is no Doubt that the Consumption would encrease, especially in making Soap for our Staple Manufacture, and in Lamps for the Manufacturers, and thereby we should be enabled to export a greater Quantity of Tallow to England.

When the Greenland Fishery was begun, the Whales never having been disturbed, were taken in great Numbers near the Shore and in the Bays, but when they found themselves molested by the Ships and Boats, and their Numbers considerably lessened, they fled for Refuge among the floating Ice in the Main Sea, and thither this Fishery is now entirely transferred, though at a much greater Expence and Hazard than heretofore, it being necessary now to double the Ship at the Bow, to resist the Shocks of the Ice, and to carry a greater Quantity of Cask for the Blubber. As the Whales from Time to Time have grown scarce, the English Fishers have extended their Search to Hudson's Bay, Davis's Streights, the Labrador Coast, the Mouth of the St. Lawrence, Newfoundland, and a great Part of the Coast of North America, tho' in some of these Places more Oil has been obtained from Seals, Sea Cows, and other Creatures living in the Sea, than from Whales.—The Liberality of Government has gone hand in hand with the Industry of the Merchants, extending its Encouragement to all these different Seats of

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the Fishery. On the Coasts of Ireland also Whales were found, but thither these Bounties did not extend, nor to these newly established Fisheries southward of all these I have mentioned; and with respect to these latter ones, (of which I shall have occasion to speak more fully) merely because they have been so recently resorted to by our Seamen, that an Opportunity has been scarcely given of stating their Merits; with regard to their Existence it has been longer known, for Sir William Monson above 100 Years ago, in the 6th Book of his Naval Tracts, takes Notice of them.—His Words are:—“The European Shores have the least Number of Whales, which I impute to Shoal Water, because the greatest Quantity known there are about the Bay of Biscay, from which Place we were instructed in our Whale Fishery when we began it in Greenland.”

Besides the great Number of Whales that made their Habitation in the North Seas; (and the further Northward the greater Store,) there are Abundance of them upon the Coast of Brazil, the West Indies and Guinea, which may the better appear by the Indians Conceit, who thought the first Ships they saw, when the Spaniards came thither upon the Discovery, had been Whales.

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Upon the Coast of Brazill there are such Abundance, that if the Portuguese who dwelt there would employ themselves in killing them, it would prove a commodious Thing, but I conceive the Reason they put it not in Practice, is the Mass of Gain they make by their Wood and Sugars, holding the other not worth their Labour, and having no vent for it but in Portugal.

By this you may perceive the Pains and Industry of Men, and the Difference betwixt Men and Nations, for if the Hollanders were planted in Brazill, and had the Benefit of the Whale the others have, they would, and might very well, with the Cheapness of Freight, serve Europe with their Train Oil from thence; for I remember that two Ships of Holland went to Saldanuas Bay, as far as the Cape of Good Hope, to kill Whale, (for upon that Coast there are Abundance) but it happened that one of the two Ships were there wrecked, which perhaps might discourage further Proceedings upon that Voyage.

But if we consider the Industry of the Hollanders, and compare it with the Sloth of the Portuguese, that the Hollanders went 2000 Leagues to lade themselves with Train Oil, when the Portuguese might have done the like at their own Home and rejected it, we must consequently attribute as great Praise to the one, as we may Blame and Sloth to the other.

The Whales upon these Southern Coasts are more dangerous than in the Northern, tho' the Northern be the bigger, but not so nimble with the Tail, which is the Peril of the Whale, for if a Boat come a-head of her she cannot do much Mischief but in rising from the Bottom.

It is Time now to consider the Whale Fishery of Ireland, the Discouragements it lay under formerly, and the Encouragements it has lately received.

I have formerly mentioned that this Fishery was considered as falling under the Title in the Book of Rates of Foreign Fishery, and that the Duties amounted to a Prohibition. Upon Oil there were no less than 15*l.* 16*s.* per Ton neat Duty, upon Whale Bone it was more exorbitant, amounting to no less than 84*l.* 2*s.* per Ton.

The English Acts by which these Duties are imposed are these :

<i>l.</i>	<i>s.</i>	<i>d.</i>	Train Oil.
8	11	0	25 Car. 2. c. 7. s. 1.
2	7	6	9 and 10 Wm. III. c. 23.
0	15	10	2 and 3 Ann. c. 9. s. 1.
1	11	8	3 and 4 Ann. c. 5. s. 1.
2	10	0	21 Geo. II. c. 2.
<hr/>			
15	16	0	per Ton.

Whale

Whale Finns foreign Fishing.

<i>l.</i>	<i>s.</i>	<i>d.</i>	
17	2	0	25 Car. 2. c. 7. s. 1.
4	15	0	9 and 10 Wm. III. c. 23.
52	10	0	9 and 10 Wm. III. c. 45. s. 5.
1	11	8	2 and 3 Ann. c. 5. s. 1.
3	3	4	3 and 4 Ann. c. 5. s. 1.
5	0	0	21 Geo. II. c. 2.

84 2 0 per Ton.

And in the mean Time Great Britain gave considerable Bounties to her own Fisheries, which among Competitors in Trade are found just so far as they are Encouragements to one to be Discouragements to the other, and therefore it is not at all extraordinary that the People of Ireland have never yet fitted out one single Ship upon the Whale Fishery. With respect to the Whale Fishery upon her own Coast, Ireland had given Encouragement by the Stat. 3 G. III. c. 24. twenty Shillings per Ton every Year to the Ships employed in the Fishery, and for every Ton of Oil extracted from Whales on the Coast and manufactured in the Kingdom, £. 3 0 0

For every Ton of Oil extracted from other Fish and here manufactured, — £. 1 10 0

For every Hundred Weight of Whale Finns, commonly called Whale Bone, taken on the Coast and manufactured here, — £. 4 0 0
And

And certainly these Encouragements would have been sufficient if the Trade had been sufficiently understood, and proper Markets for the Produce of it opened, and I do believe will hence forward produce their full Effect, as yet they have only excited a few feeble Attempts which quickly dwindled into nothing; for it is the Nature of Trade when all its leading Branches are lopp'd off, to make no longer any vigorous Shoot, but to become stunted throughout, and tend to general Decay.

This Subject however, so far as it affected Ireland, was not properly understood in Great Britain until the latter End of the Year 1774, or the Beginning of the Year 1775, and as soon as it was understood, an effectual Remedy was provided by the Act of 15 G. III. which I have already so often had occasion to take notice of.

By the 9th Sec. of that Act, a Liberty is given of importing into Great Britain *Duty free*, all such Oil or Blubber of Fish or other Creatures living in the Sea, or Whale Finns, as shall be taken in any Part of the Ocean by, and imported in any Ship or Vessel truly or properly belonging to his Majesty's Subjects of Great Britain and Ireland, or the Islands of Guernsey, Jersey, or Man, any Law, Custom, or Usage to the contrary notwithstanding.

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The 21st, 22d, 23d Sect. are of so much Importance that I think it may be useful to give them in the very Words of the Act.—And whereas the Bounties given by an Act of Parliament made in the 11th Year of the Reign of his present Majesty, entitled, an Act for the better Support and Establishment of the Greenland and Whale Fisheries, have been found of great Advantage to the Navigation Trade and Manufactures of this Kingdom, and it is just and expedient that the like Bounties which are granted by that Act to Ships fitted out from Great Britain or any of his Majesty's Dominions in America for those Fisheries, should in like manner be granted to Ships fitted out for that Purpose from the Kingdom of Ireland, be it therefore enacted that from and after the 25th of December 1775, the respective Bounties herein after mentioned, shall be allowed for every Ship or Vessel British built, and owned by his Majesty's Subjects of Ireland, and whereof the Master or Captain, and at least one third of the Mariners are his Majesty's Subjects of Great Britain or Ireland, which shall proceed from any Port in the said Kingdom of Ireland, within the Time limited by this Act, on the Whale Fishery, to the Greenland Seas, or Davis's Streights, and the adjacent Seas, under the several Rules and Restrictions herein after expressed, that is to say, every such Ship or Vessel before she proceeds on such Voyage shall be visited by the proper Officer
or

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By the 9th Sec. of that Act, a Liberty is given of importing into Great Britain *Duty free*, all such Oil or Blubber of Fish or other Creatures living in the Sea, or Whale Finns, as shall be taken in any Part of the Ocean by; and imported in any Ship or Vessel truly or properly belonging to his Majesty's Subjects of Great Britain and Ireland, or the Islands of Guernsey, Jersey, or Man, any Law, Custom, or Usage to the contrary notwithstanding.

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The 21st, 22d, 23d Sect. are of so much Importance that I think it may be useful to give them in the very Words of the Act.—And whereas the Bounties given by an Act of Parliament made in the 11th Year of the Reign of his present Majesty, entitled, an Act for the better Support and Establishment of the Greenland and Whale Fisheries, have been found of great Advantage to the Navigation Trade and Manufactures of this Kingdom, and it is just and expedient that the like Bounties which are granted by that Act to Ships fitted out from Great Britain or any of his Majesty's Dominions in America for those Fisheries, should in like manner be granted to Ships fitted out for that Purpose from the Kingdom of Ireland, be it therefore enacted that from and after the 25th of December 1775, the respective Bounties herein after mentioned, shall be allowed for every Ship or Vessel British built, and owned by his Majesty's Subjects of Ireland, and whereof the Master or Captain, and at least one third of the Mariners are his Majesty's Subjects of Great Britain or Ireland, which shall proceed from any Port in the said Kingdom of Ireland, within the Time limited by this Act, on the Whale Fishery, to the Greenland Seas, or Davis's Streights, and the adjacent Seas, under the several Rules and Restrictions herein after expressed, that is to say, every such Ship or Vessel before she proceeds on such Voyage shall be visited by the proper Officer
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or Officers of the Customs belonging to such Port, who shall examine into such Ship or Vessel and take an Account of the Tonnage thereof by Admeasurement, and shall certify such, his or their Visitation, Examination, and Admeasurement, to the Commissioners of his Majesty's Revenue in Ireland, and if it appears by the Certificate of such Officer or Officers, that she hath on board such a Number of Men, Provisions, Boats, Fishing Lines, and Instruments, to be used in such Fishery as herein after are mention, that she is strongly built and otherwise a proper Ship for such Voyage and Fishery, and hath on board among her Crew a sufficient Number of Harpooners, Steersmen, and Line Managers, who have been before employed in such Voyages, (the Names of such Persons to be contained in such Certificate) and if it further appears by the Oath of one or more Owner or Owners, and of the Master or chief Officer of such Ship, written at the Foot of such Certificates, and made before the Collector or Comptroller of such Port, (who are hereby impowered and required to Administer the same) that it is really and truly their firm Purpose and determined Resolution, that such Ship shall as soon as Licence shall be granted; forthwith proceed so manned, furnished, and accounted, on a Voyage to the Greenland Seas or Davis's Streights, or the Seas adjacent, and there in the then approaching Season to use the utmost Endeavours of themselves and their Ships Company,

pany, to take Whales or other Creatures living in the Sea, and on no other Design or View of Profit in such Voyage, and to Import the Whale Fins, Oil, and Blubber thereof, into the Kingdom of Great Britain, (naming the Port to which it is their Intention to return) and if the Master, after such Certificate had and Oath taken, do also become bound with two sufficient Securities unto his Majesty, his Heirs, and Successors, in the Penalty of such Sum as shall be equal to treble the Bounty intended by this Act, (which Bond the said Collector with the Approbation of the Comptroller is hereby required to take, and is to be in Force for the Term of three Years against the Master and Sureties, for the faithful Dealings of the said Master and Ship's Company in regard to the said Ship and Voyage,) then, and in all such Cases, it shall and may be lawful for any three or more of the said Commissioners of the Revenue in Ireland, for the Time being, on receiving such Certificates and Oaths made, and it being certified to them by the Collector and Comptroller of such Port, that sufficient Security hath been given as aforesaid, to give and grant, and they are hereby required to give and grant to the Master and Owners of such Ship, full Licence and Authority to proceed on such Voyage as aforesaid.

And to prevent any Disputes that may arise, whether a Ship be properly qualified and duly fitted out for the Whale Fishery, according to

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the true intent and meaning of this Act, and intituled to a Certificate thereof from the Custom-House Officers ; it is hereby enacted, that every Ship of the Burthen of 200 Tons designed for this Fishery shall, and is hereby required to have on board, 40 Fishing Lines of 120 Fathom each, 40 Harpoon Irons, 4 Boats with seven Men, including a Harpooner, a Steersman, and a Line Manager to each Boat, making in the whole 28 Men besides the Master and Surgeon, with six Months Provision at the least for such Number of Men, and every Ship of larger Burthen an increase of 6 Men, 1 Boat, 10 such Lines, and 10 Harpoon Irons more for every 50 Tons above the said 200 Tons, together with Provisions in Proportion ; and every Ship which shall be so employed in the said Fishery, shall have on board an Apprentice indentured for the Space of three Years at the least, for every 50 Tons Burthen, who shall be accounted as one of the Number of Men required to be on board such Ship as aforesaid.

And be it further enacted by the Authority aforesaid, that on the return of such Ship to the Port to which the Master and Mate declared on Oath their Intention to return, the proper Officers of the Customs at such Port shall immediately repair on board and view the Condition of such Ship and her Lading and certify the same, together with their Observations thereon, as also of
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the real Tonnage of such Ship; and the said Officers are also to take an Account or Schedule of the Names of the Master, Mate, or other Persons on board, distinguishing therein the Harpooners and Persons more immediately employed in the said Fishery, and to certify the same, and the Master and Mate shall make Oath before the Collector and Comptroller, (who are hereby impowered and required to Administer the same) on the Back of, or annexed to the Licence granted as aforesaid, which they are hereby then required to give up, that they did in Pursuance thereof, mentioning the Day of their Departure, proceed on a Voyage directly to the Places aforesaid, and have not since been on any other Voyage or pursued any other Design or View of Profit, and that they did there (mentioning the Time of their stay in those Seas) use the utmost Endeavour of themselves and their Ship's Company to take Whales and other Creatures living in those Seas, (and that all the Whale Fins, Oil, and Blubber, if any) in such Ship was really and bona fide caught and taken in the said Seas by the Crew of such Ship only, or with the Assistance of the Crew of some other Ship duly Licensed, pursuant to the Directions of this Act, all which Schedule, Certificate, Licence, and Oath, shall be transmitted by the Collector and Comptrollers of such Port, to the respective Commissioners of the Customs for that Part of Great Britain where such Ships shall arrive, and

such Commissioners being duly satisfied of the faithful dealing of the Master and other Persons employed in such Ships with respect to such Voyage and Fishery, shall on Demand cause Payment to be made to the Master or Owners, or to his or their Assigns, by the Receiver General of the Customs for that Part of Great Britain where such Ship shall arrive, the Bounty or Præmium following, according to the Admeasurement of such Ship duly certified as aforesaid, that is to say, for every such Ship as shall proceed on the said Fishery, from the 25th Day of December 1775, to the 25th of December 1776, the Sum of 40s. per Ton, and for every such Ship as shall proceed on the said Fishery, from the 25th of December 1776, to the 25th of December 1781, the Sum of 30s. per Ton, and for every such Ship as shall proceed on the said Fishery, from the 25th of December 1781, to the 25th of December 1786, the Sum of 20s. per Ton.

Provided always that no Person or Persons shall be allowed or intitled to receive the Bounty herein before granted, for any Ship which shall proceed on the said Whale Fishery after the 25th of December 1775, unless such Ship shall sail from the Port where she shall be surveyed and cleared directly on her intended Fishery, on or before the 10th of April in each and every Year, and shall continue with her Crew in the Greenland Seas or Davis's Streights, or the adjacent Seas,

Seas, diligently endeavouring to catch Whales or other Creatures living in those Seas, and shall not depart from thence before the 10th of August then following, unless such Ship shall be laden with the Blubber and Fins of one Whale caught by the Crew thereof, or with the Assistance of the Crew of some other Licenced Ship before that Time, or shall be forced by some unavoidable Accident or Necessity to depart sooner from those Seas, which Accident and Necessity shall be verified on the Oaths of the Master and Mate belonging to such Ship, upon her return from the said Fishery, before the Collector and Comptroller of the Customs at the Port where she shall arrive, who shall transmit the same, together with the Schedule, Licence, and other Documents by this Act required, to the respective Commissioners of the Customs for that Part of Great Britain where she shall arrive.

By the 27th Clause of the Act, Ships under 200 Ton are intitled to a Bounty proportionable to their Admeasurement, and by the 29th this Bounty as well as the Ship may be Insured, so that the Owner may be certain of it, even in case of an unfortunate Voyage.

The 3d Sec. takes up another Branch of this Fishery, and grants Bounties annually for 11 Years to 5 Vessels employed in the Whale Fishery on the Coasts of Newfoundland and the Seas adjacent,

jacent, provided such Ships be British built and owned by his Majesty's Subjects residing in Great Britain, Ireland, Guernsey, Jersey, or Man, and fitted out from some Port in Great Britain, Ireland, Guernsey, Jersey, or Man, after the first of January in every Year, and after that Day shall kill one Whale at least in the Gulph of St. Laurence, or on the Coast of Labradore, Newfoundland, or in any of the Seas to the Southward of the Greenland Seas or Davis's Streights, and shall return in the same Year to some Port in England with the Oil of such Whale. For the Vessel which shall so arrive in each Year with the greatest Quantity of Oil taken as aforesaid, 500*l*. For the Vessel so arriving with the next greatest Quantity, 400*l*. For the next, 300*l*. For the next, 200*l*. For the next, 100*l*. Such Bounties to be paid by the Receiver General of the Customs within two Months after the Expiration of the Year.

And doubt we still to pursue this glorious Object ; when the greatest Market in the World is thus laid open to us and to the People of Great Britain, and almost exclusively of the rest of Mankind to us, when the greatest Encouragements that were ever given to any Trade, are thus held out to us and invite us ; when by Insurance the utmost Security is attained for us ; when by our Situation we have such natural Advantages

vantages, in so much, that I have the Opinion of some eminent Merchants in London in this Trade, that we may often from our North-western Ports, and by our being able to get to Sea readier than any other People, be able to make two Voyages to the Greenland Seas and return with two Cargoes in the same Year, the first the Produce of Seals, to be stored for some Time somewhere on our own Coast or on the Extremities of Scotland, and there to be refined, the other the Produce of Whales, after which the Ship may take both Cargoes to the London Market, and tho' perhaps some Doubt may arise how far this may fall within the Act I have recited, or be considered as Accident or Necessity, yet as it is within the Spirit of the Bounties, if the Measure should turn out practicable, there would be little Difficulty I apprehend to obtain a Clause which should bring it within the Letter also.

We have as our Neighbours, the most wealthy Nation anxious for the success of these Schemes, and whose Money-Agents will always be ready to furnish Capitals where there is a Prospect of sufficient Advantage ; with whose Capitals new Trades are now creating in the Bottom of the Euxine and the Palus Meotis for Strangers; whose Capitals established the Whale Fisheries for the New Englanders, and explored the London Coast in the Northern Extremity of Hudson's Bay. In the last Accounts we have of an
Attempt

Attempt made to discover a North West Passage a very few Years ago, we read of two Ships met in those Seas endeavouring to establish a new Fishery, which Ships were the Property of a great London Merchant, a Native of Ireland, Mr. Nesbit, whose Property lies in that very County of Donegal, from whence this Fishery can be carried on with most Advantage. Can we doubt the Assistance of such Men, whether the Trade be carried on by single Adventurers or by joint Companies? Hitherto single Adventurers have been found successful; but Mr. Elking has shewn that 100 Ships may be managed with the same ease as ten, and their Stores effectually secured from Waste and Embezzlement.

When the English first undertook this Business they were obliged to resort to a desolate and unexplored Sea, where an Ignorance of all Things often led to Disappointments, unsuccessful Voyages, and oftentimes to the absolute Loss of the Ship and Crew; their Harpoons and all other Accommodations were imperfect, and when they revived the Trade about 50 Years ago, they were obliged to bring their Commanders, Harpooners, and Steersmen from Jutland, Holstein, Norway, Bremen, and Holland, with much Difficulty and at exorbitant Wages, and yet against all these Difficulties they were successful. For us every Thing is prepared, experienced Masters and Sailors are at hand, to
whom

whom the whole Seas are known, every Implement is brought to Perfection, and the London Merchant, if he chooses to embark in this Trade, may send his Clerk to the utmost Extremity of Ireland in a Week, and have the whole System transacted under his own Direction, as effectually as if it was to be carried on from one of the out Ports of England.

As I persuade myself that the Enumeration of these Advantages may excite many to apply themselves to this great Business, to such I offer compleat Information of every Expence that may attend their undertaking, not drawn from Speculation and Estimate which too often deceive, but founded in the Experience of a Whale Fishing Company, who have carried on this Business for many Years in Scotland, with 3 Ships constantly employed, and of whose Competency and Knowledge I need give no other Testimony than that they divided upon their capital Stock in the Year 1774, 20 per Cent. Profit, and in the Year 1775, 22½. and a half.

This Account is taken first on a large Ship, then on a smaller one, and then on the three Ships actually employed by this Company.

First, The best Ship for the Greenland Seas is supposed to be a Ship of 349 Ton, with 6 Boats, 6 Harpooners, 6 Boat Steerers, 6 Line Managers,

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with

with the Captain, Doctor, and other Officers,
46 Men in the whole. A good second-hand
Ship fit for the Greenland Seas will cost 2400*l*.
Fishing Stores, 800*l*. For Provisions, the Offi-
cers Hand Money, River Pay, Month advance,
Wages and other Neccessaries for the Voyage 1000*l*.

The Cost of the Ship,	—	£. 2400
Fishing Stores, &c.	—	800
Hand Money, Wages, &c.		1000
		<hr/>
		£. 4200

2d, Estimate of the Cost and Charges in fit-
ting with Fishing Stores, a Ship of about 230
Tons for Greenland.

The Ship (suppose a good one) doubled	l.	s.
and made fit, with Rigging, &c.	1200	
4 Boats at 17 <i>l</i> . 10 <i>s</i> . each,	-	30
40 Whale Lines at 3 <i>l</i> . each,	-	120
40 Lances at 3 <i>s</i> . 6 <i>d</i> . each,	-	7
40 Harpoons at 6 <i>s</i> . each,	-	12
The Saws, Anchors, Axes, and fundry		
other Articles of Smith's Work,		
Knives, &c.	-	30
150 Butts at 25 <i>s</i> . each,	-	187 10
Beer Casks and other small Casks,		30
Oars for Boats, Ice Poles, Harpoon and		
Lance Stocks, large Blocks for Boats,		
Tackle, Canting Blocks, Ropes, &c.		28
Supposing the foregoing to be new.		<hr/>
		484 10

Povisions

Provisions for 8 Months.

Beef including the Time of fitting,	£. 120
Baker for Bread, Flower, &c.	70
Brewer, - - - - -	26
Butter, Cheese, Groceries,	14
Spirits and Wine, - - -	13
Potatoes and Fish, - - -	5
	<hr/>
	248
River Pay and a Months Wages advance, including Hand Money to the Captain and 3 Harpooners, - - -	110
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	£. 2042 10

30 Men at 8 Pence a Day each, for 8 Months,
is 240*l*.

By Law a Ship of 200 Tons and upwards must have 4 Boats, to every Boat 6 Men and an Apprentice, besides the Captain and Surgeon; a Ship of 249 Ton the same, but a Ship of 250 one Boat more, and one Boat to every 50 Ton from 200 to 400, with Lines, Harpoons, &c. to each Boat.

The Captain is paid 5*l*. per Month when at home, and at going to Sea 25*l*. Hand Money, in lieu of Wages; when he returns he has 3*l*. 3*s*.
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for each Fish of 6 Feet Bone, and 10s. per Ton Oil Money.

The Surgeon 3*l.* to 3*l.* 10s. per Month, with 10s. 6*d.* each sized Fish.

Four Harpooners have each 40s. per Month, the Time of fitting ; at going away that Wages ceases to 3 of them, who have 7*l.* 7s. each Hand Money, with 6s. per Ton each, Oil Money ; the 4th has his Monthly Wages during the Voyage, with 5s. Fish Money ; he is supposed to be a Learner, and therefore called loose Harpooner.

Four Boat Steerers 40s. per Month, and 5s. a sized Fish each.

Four Line Managers 32s. 6*d.* per Month, and 2s. 6*d.* a sized Fish each.

The Mate 3*l.* per Month, and 1*l.* 1s. each sized Fish.

Carpenter 3*l.* per Month, and 1*l.* 1s. Fish Money.

Cook 40s. per Month, and 5s. Fish Money.

Cooper 40s per Month, and 5s. Fish Money.

Four Indented Servants.

Eight

Eight Mens Wages from 1*l.* 1*s.* to 1*l.* 10*s.* per Month, with 2*s.* 6*d.* Fish Money.

One of the 3 Harpooners is appointed to cut the Blubber from the Fish, for which he is allowed 1*l.* 1*s.* and 8*d.* per Ton more Oil Money, and is called Speckfooner.

3d. Actual Charge of this Adventure with three Ships.

1st Ship £. 1420 Prime Cost.
 1210 For Repairs, fortifying and
 ——— navigating her from London
 £. 2630 to Scotland.

2d Ship £. 2000 Prime Cost.
 660 Repairs, Fortifying, Navi-
 ——— gating, &c.
 £. 2660

3d Ship £. 1637 Prime Cost.
 448 Repairs, Fortifying, Navi-
 ——— gating, &c.
 2085

Fishing Tackle. Fishing Materials for No. 1, 67*ol.* including Casks, Fishing Lines, Harpoons, Lances, Boats, &c.

No. 2. 722*l.* for do.

No. 3. 540*l.* for do.

Boats.

Boats. One Boat the Law requires for every 50 Tons. These Ships had 6 Boats each.

Number of Men and Manner of engaging them. Each of these Ships was navigated with 43 or 44 Men, who are engaged and paid as follows:—Captain has 25*l.* Hand-money, and no more if he returns unsuccessful.—If he has any Success he receives 1*l.* 1*s.* for an Anker of Oil 10*s.* for every Ton of Oil the Ships Cargo boils 8*l.* 8*s.* for every fizable Fish. The Captain has also 10*l.* for two Months Pay, at rigging and unrigging the Ship, the rest of the Men are paid Days Wages for that Time.

Chief Mate has 3*l.* 10*s.* per Month, and 1*l.* 10*s.* for every fizable Fish, and 2*l.* 12*s.* 6*d.* for acting as Steward for the Voyage.

Surgeon has 3*l.* per Month, and 10*s.* 6*d.* for each fizable Fish.

Speckfooner has 8*l.* 8*s.* for Hand-money, and no more if the Ship returns without Success; if she has any Success he receives 10*s.* 6*d.* for half an Anker of Oil, 10*s.* 6*d.* for cutting out the Bone of each fizable Fish, and 6*s.* 4*d.* for every Ton of Oil the Ships Company boils.

Speckfooner's Mate has 7*l.* 17*s.* 6*d.* Hand-money, and no more if the Ship returns without

out Succes, if she has Succes he has 10s. 6d. for half an Anker of Oil, 5s. 3d. for cutting out the Bone of each fizable Fish, 6s. for every Ton of Oil the Ships Cargo boils.

The 4 Harpooners have 7l. 7s. Hand-money, and no more if the Ship returns without Succes, if she has Succes they receive each of them 10s. 6d. for half an Anker of Oil, and 6s. for each Ton of Oil the Ship's Cargo boils.

N. B. The Harpooner that first strikes any fizable Fish has 10s. 6d. thereof.

The Carpenter has 2l. 10s. per Month, and 5s. each fizable Fish.

Boatswain 2l. 5s. per Month, and 5s. each fizable Fish.

Cook 1l. 10s. per Month, and 5s. each fizable Fish.

Sail Maker 1l. 10s. per Month, and 5s. each fizable Fish.

Six Boat Steerers 1l. 10s. per Month, and 5s. each fizable Fish each.

Six Line Managers 1l. 7s. 6d. per Ton, and 2s. 6d. for each fizable Fish each.

Six Sailors 1l. 5s. per Month, and 2s. 6d. each fizable Fish each.

Six

Six Landsmen 1*l.* 1*s.* per Month, and 2*s.* 6*d.* each fizable Fish each.

Six Apprentices 2*s.* 6*d.* each, for each fizable Fish, and the first Year 1*5s.* per Month, second and third Year 20*s.* per Month, fourth Year 25*s.* per Month.

House Rent and Salaries. Ware House Rents and Salaries may amount to from 70*l.* to 100*l.* per Ann. but that depends on Success, as more room is wanted in Proportion to the Success.

Manner of taking Care of the Ship's Stores, &c. Ship's Stores, viz. Casks, are put on Shore, and dressed and piled up during the Winter, the same Method is taken with the Boats, Sails, Lines, and Rigging, which are taken off and put into a dry Loft.

Care of the Ships in Winter. The Captains take Care of the Ships during the Winter for nothing at this Time, in Consideration of receiving 8*l.* 8*s.* for each fizable Fish. Formerly the Captains had only 3*l.* 3*s.* per Fish, and 50*s.* Money during the Winter. Hands are paid occasionally to pump and look after the Situation of the Company's Stores.

Expences of manufacturing the Oil and Bone. The Expences of preparing a Ton of Oil may be

be from 10s. to 12s. and of a Ton of Bone 3l.
10s. to 4l.

Medium Price of Oil per Ton, 20l.

Whale Bone per Ton, 350l.

Markets of Oil and Whale Bone. This Company generally sells its Oil in the neighbouring Towns in Scotland. The common Market for Whale Bone is London, sometimes Edinburgh or Glascow.

Terms of Payment. Generally six Months Credit and $2\frac{1}{2}$ or 5 per Cent. discount for ready Money.

One Labour only remains yet unaccomplished; in this indulge me for a Moment my Countrymen, so may auspicious Gales still fill your Sails, and deep loaden Cargoes reward your Patriotic Labours. An unrecorded Branch of this Fishery now presents itself to your View, and courts your Acceptance; if you catch it (like the Angel) it will bless you, if you neglect the present Moment, it will find an Asylum in Holland or some other Country, and to us must be lost irretrievably for ever.

The Case stands thus; our industrious Brethren on the other side of the Atlantic, and particularly the People of Boston, and the Quakers of Nantucket, finding the Spermaceti Oil brought the highest Price, and perceiving those Fish grow

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scarce every Day in the Northern Seas, and possibly feeling that the Expence required by Law in fitting out a Ship for the Greenland Voyage, and the Number of Men thereby required to be employed, was above their Strength, they availed themselves of the Opinion of Sir Wm. Monson, and the Report of subsequent Voyagers, and followed the Spermaceti Whales into more Southern Latitudes; on the Coast of Africa they met with encouraging Success, but it was on the Western Coast of the Brazils, and down the whole Range of the American Continent that they met with the rich Harvest. In the Year 1773, the Merchants of Nantucket sent out for the first Time 3 Ships to explore this Fishery, and that the whole of it might be known at once, one of the Captains had positive Orders not to fish till he reached 52 Degrees South Latitude.—In Mr. Penrose's Narrative of Falkland's Islands, which was published in 1774, we find mention made of these 3 Ships having arrived in those Islands while he was there.

The Captain who was ordered most to the Southward, reported he could have loaded his Ship long before he arrived there, as he run thro' great Numbers of Whales, from 30 to 50 Degrees South Latitude, nevertheless he made a saving Voyage. The other two prosecuted their Fishing from 20 to 30 Degrees, loaded their Ships, and reported Whales were in the greatest Abundance all along the Coast, almost every
one

one of them being the most valuable Spermaceti Kind.

So great was the Spirit of the Americans upon this Report, that the next Season about 30 Ships went from Nantucket and the Parts adjacent, and not one failed of some Success, but those who were ignorant of the Soundings proper to fish in; last Year the Number was increased to upwards of 140 Vessels, who sailed from different Parts of North America on this and the African Fishery, of which very few returned clean, and it was agreed on by all the People employed, that this was the greatest Whale Fishery ever discovered by them, or that they had heard of.

Besides the Number of Whales, and their being the most valuable Kind, this Fishery was found to have a great Advantage of Climate, being free from the frigid Air and incommodious Ice of Greenland, and the tempestuous Weather and putrid Air of the African Fisheries; as the Depth of their Winter is the Height of our Summer, the proper Time of sailing from hence is between the first of September and the end of November, which avoids our blowing Weather, and with a good Run secures their Summer, and by returning in May, June, or July, gives the greatest Chance for good Weather on our Coast.

It is further observable, that in this Fishery the Whales are caught from 20 to 100 Leagues from the Shore, far beyond the Spanish and Portuguese Limits, and therefore our undertaking it, cannot give Offence to those Powers.

To the Credit of the North American Ingenuity, I must take Notice that the People of Nantucket and Cape Cod, so far exceed the English Greenland Men in taking the Spermaceti Whale, which is smaller and far more difficult to kill than the great Leviathan of the other Seas, that some of them would be effectually necessary in every Ship, and in a few Seasons they would teach our People the Art in which they are allowed to excel.—Their Whaleing Gear and Boats are superior to the English, as has been proved of late at Greenland, when they started at the same Time with our Boats, and had got up and struck the Whale a Quarter of an Hour before the other arrived, and upon this many Boats have been built in London within a few Months upon their Principles, and Harpoons, &c. constructed.

This promising Prospect however, has been all destroyed by the unhappy Disputes that have broken out between Great Britain and her Colonies, and the late Orders to our Cruizers to seize every American Ship, has put an End to the Trade,

Trade, and driven these Industrious Men to seek elsewhere for Habitations and Employment. They are all of them British Subjects, and many of them are Irish Men, and if properly encouraged, they bring Industry, the Means of Wealth along with them, far more than those French Refugees who settled here in the Days of King William. Let us not suffer them to fly to Holland or France and take their Fund of Knowledge to our Enemies.

Many of the principal Proprietors of the Vessels fitted out from Rhode Island and Nantucket last Year on this Whale Fishery, were lately in England. It was recommended to them to direct their Attention to Ireland for the Seat of their Fishery, since they could no longer carry it on from North America. They did not seem averse to the Proposition, but objected to the want of Men of Capital sufficient to make the necessary Advances, and of due Encouragement.

It has been considered what would be a sufficient Inducement to the Money Agents in London to procure these Advances, and what might be the proper Encouragement: It has been thought that a Bounty upon Ships fitted out for that Trade, something similar to the Greenland Bounty, and to be continued for a Number of Years certain, together with Præmiums for erecting Boileries for the refining the Oil would
answer

answer all these Purposes. Tho' it was too late in the Season to do this in the most perfect Manner, and with all its Regulations by a Law; yet the Parliament of Ireland attentive to the Occasion, and supported by a Chief Governor, ever ready to give his Assistance to what may contribute to her Prosperity, have given the fullest Assurance and Security of encouraging this to its full Extent, by coming to Resolutions to enter upon that Subject immediately after their next Meeting, and then to grant Parliament Bounties, and in the mean Time have Addressed his Majesty to grant Bounties similar to the Greenland ones for 3 Years. Their Resolutions are in these Words.

1. Resolved, That it is the Opinion of this Committee, that the Extention of the Whale Fishery of Ireland, is an Object highly deserving the Encouragement of Parliament.

2. Resolved, That it is the Opinion of this Committee, that the most effectual Means of encouraging the said Fisheries, will be by Bounties upon Ships employed in the Whale Fishery, in such Seas as lie to the Southward of the Limits of those Seas in which the Whale Fishery is at present encouraged, by an Act passed in Great Britain, in the Eleventh Year of his present Majesty's Reign, intituled, an Act for the better Support and Establishment of the Greenland and Whale Fisheries; that the said Bounties be granted

ed for a Number of Years certain, and be made payable upon such Ships in proportion to their Tonnage respectively.

3. Resolved, That it is the Opinion of this Committee, that the said Subject should be taken into Consideration early the next Session of Parliament.

4. Resolved, That it is the Opinion of this Committee, that if a Bounty of 40s. per Ton were given to the Masters or Owners of such British or Irish Ships as shall be fitted out from any of the Ports in this Kingdom, and shall proceed upon such Fishery from the first Day of August 1776, to the first Day of August 1779, inclusive, on landing in this Kingdom all such Whale Fins, Oil, or Blubber of Wales, Seal Oil, Seal Skins, or other Produce of Seals or other Fish or Creature as shall be caught by the Crews of such Ships in any of the said Seas, it would be a proper Encouragement to carry on the said Fishery.

5. Resolved, That it is the Opinion of this Committee, that an humble Address be presented to his Excellency the Lord Lieutenant, to lay before his Majesty the humble Desire of this House, that he will be graciously pleased to grant a Bounty of 40s. per Ton, to the Masters or Owners of such British or Irish Ships as shall be fitted out from any Port in this Kingdom, and proceed upon the Whale Fishery in any of the Seas

Seas to the Southward of the Limits of those Seas, in which the Whale Fishery is now encouraged, by an Act passed in Great Britain in the Eleventh Year of his present Majesty's Reign, from the first Day of August 1776, to the first Day of August 1779, inclusive, on landing in this Kingdom all such Whale Fins, Oil or Blubber of Wales, Seal Oil, Seal Skins, or other produce of Seals or other Fish or Creatures, as shall be caught by the Crews of such Ships in such Seas, subject to such Restrictions and Regulations as his Majesty shall, in his great Wisdom, think proper to make, and to assure his Majesty that this House will make good the same.

With regard to the Præmiums on the Boyleries it is expected, as the Amount of these is not great, that they will be given by the Dublin Society as soon as the proper Quantum and Mode of giving them can be ascertained.

The Americans have desired a free Liberty of Importing their Oil and Whale Bone into Ireland Duty free, and of Exporting it again in like Manner, and also of Importing these Articles from hence Duty free into Great Britain. All these have been done for them by the Acts I have already mentioned.

F I N I S.

fisheries 158
CHART
of the
ROAD OF ARRAN
and
HARBOUR of RUTLAND
in
ROSSES.

Surveyed 1767
by John Hanlon.



Staggs

Magnetic North
Variation 56 deg west.



24 25
Torranedie

24

24

16

17

15

Ilancarragh

17

Toananoona

Course for Vessels

14

ISLAND

Pullawaddy

Blind Rock

10

11

10

9

8

7

6

5

4

3

2

1

0

1

2

3

4

5

6

7

8

9

10

11

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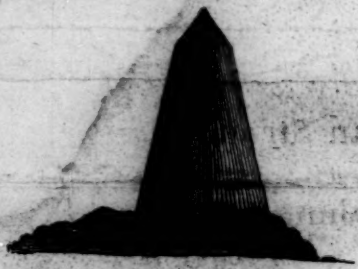
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ARRANMORE ISLAND

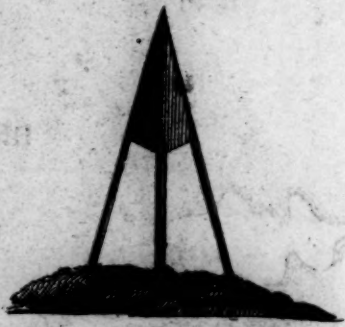
EXPLANATION.

- Rocky Shoals never above Water.
- Sands dry at low Water & Sandy Soil.
- a. Rocks dry at low Water of Spring tide only.
- b. D° dry at half Ebb.
- c. D° always above Water.
- Arrow point shew the direction of Flood tide.
- Soundings marked in Fathoms at low Water.
- Spring tides rise 12 feet.
- Neap tides 7 feet.

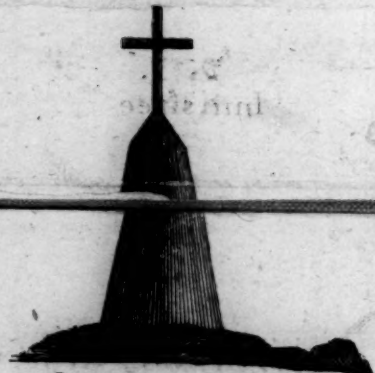
N^o1



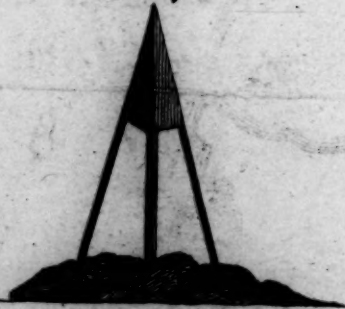
N^o2



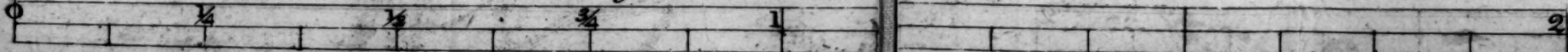
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N^o4



Scale of Two Nautic Miles.



Rannagh Point

Ahort

Leahgarrow

Ballintra

Illion

Gortgar

Fallagowan

Glohecorr

Eallin

Carrickabenagh

Inniskeragh

N. Carrickbeatrogh

S. Torban

Duck Island

Immis

Corran Strand

Shinnagh

Stack

Turk Rock

1 1/2

Innisfree

Illancroan

Tarmon

[illegible]